



RUDDER FLUTTER

Aviation Academy takes teens to new heights

By: Darla Christiansen
ITD Public Affairs

Idaho teens were flying high at the Aviation Career Education (ACE) Academy during July, as they learned about the aviation field with tours, lectures and flying activities.

A highlight of the academy came when each student took a turn at the controls of a small airplane under the watchful eyes of volunteer pilots. After an initial take off from Boise, each flight landed and took off from Idaho City and Garden City, making a final landing in Nampa. For many of the 31 teens, getting some "stick time" in a plane was a dream come true.

"It was awesome!" said Kenneth Dransfield, 14, though he admitted wondering "what do I do now?" once his hands were at the controls.

Fourteen-year-old Mark Dunn, who grew up around planes while his father served as an Air Force pilot, aspires to be a helicopter pilot someday. "It's great getting to be around aircraft for three whole days," he said. "The people you meet and

See Ace Academy

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Sgt. Al Colson of the Idaho National Guard talks to a group of ACE students about the Blackhawk helicopter. Photo by Frank Lester (Aeronautics)

McCall airport buzzing with fly-in traffic

By: Darla Christiansen
ITD Public Affairs

The McCall airport took on the appearance of a Navy flight deck at its zenith of fleet maneuvers last August . . . except the planes that crowded the small runway in central Idaho had a less combative mission.

Pilots assembled for the 16th annual Northwest Family Fly-In

The fly-in, designed for pilots and aviation enthusiasts, drew an estimated 250 pilots and 150 aircraft

from around the West. Renowned air show pilot Greg Poe, an Airport Appreciation Day and pilot safety programs were featured throughout the weekend.

"All the safety seminars were packed," said Frank Lester, Safety/Education Coordinator for the

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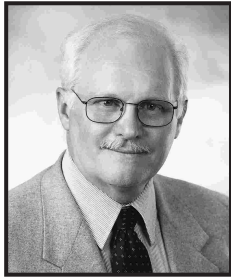
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From the Administrator:



I would guess that most people that read the *Rudder Flutter* are some of the very people that know and understand the value of

general aviation (GA) in Idaho. I would also guess that these same groups of people have been diligent in following the impact September 11, 2001 has had on the aviation

industry, mostly airspace restrictions for GA and security for airlines.

I have been closely following the Aircraft Owners and Pilots Association (AOPA) efforts in representing general aviation as various security concerns arise. If you subscribe to aviation periodicals you have most likely seen articles concerning activities in this area. If you haven't seen these articles I think you should know what is going on, so I will do an abstract brief of the information I have read.

I believe the last thing anyone in aviation wants is another terrorist attack using an airliner or one using a GA aircraft. And, most of us would probably support any reasonable action intended to prevent such an attack. However, often times when emotions are attached to actions, reasonable may not enter the picture. There appears to be some folks in positions of authority that feel it is absolutely necessary to do "something." I find this very dangerous for an industry that struggles for survival.

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As many of you undoubtedly already know, the FAA and, more importantly, the newly formed Transportation Security Administration (TSA) have been scrutinizing GA since the September events. As Phil Boyer President of AOPA has put it, aviation security has become a political buzzword. Boyer states that at recent Senate hearings some elected officials have been credited with calling general aviation security a "ticking time bomb" and claiming the "biggest weakness in the national transportation system is FBOs."

Some states have also been active in introducing legislation proposing changes in GA security. Most commonly these proposals include regulation of flight training activities, criminal background checks and fingerprinting, regulating GA access to airports and regulating airspace.

The airline industry itself is advocating measures that would not only have enormous financial impacts on commercial service airports, but also non-airline airports.

The one major concern I have is the FAA's and TSA's one-size-fits-all approach to aviation security. I do not agree with this approach. I believe that if additional security measures are necessary, the action taken should be commensurate with the potential threat level.

I encourage each of you to pay close attention to what is going on regarding GA security at the national, state and industry level. I would also encourage you without hesitation to voice your opinion to those that make the decisions that impact our ability to get in a GA aircraft and fly.

Bob Martin

ITD Aeronautics Administrator



Radio Chatter

By: Frank Lester, Safety/Education Coordinator

Travels With Frank – 9/11 Remembered



It was about this time last year when I sat in front of this very same screen trying to pull my thoughts together and put them down for this same column. It was very different then. The World Trade Center lay in a pile of smoldering rubble in lower Manhattan, the Pentagon was recoiling from the attack on this symbol of military might, and the passengers and crew of United Flight 93 were being hailed as heroes for thwarting a fourth suicide mission. All very horrific images indelibly burned into our memories forever. I remember the words I wrote that day, long forgotten feelings bursting forth like a fracture in Mount Saint Helens. I remember, we all remember.

Recently, I had the opportunity to visit New York and see many of the images that we viewed that day. Many of the feelings still linger around Ground Zero. It is nothing more than a large hole in the ground now but somehow the emotions, the terror, the shock, still haunt you as ghostly dark images that move silently through the shadows of your memory. St. Paul's Church, a mere block away, is still a shrine of national and international outpouring of tribute and sympathy to those who were lost that day. It was tough to circle that block without experiencing a fist-sized knot in your throat. The sounds of sirens echoing through the bustling corridors of the Financial District created chilling reminders of the chaos that prevailed nearly a year ago. Hearing my daughter describe what she saw and heard as we retraced her steps from Ground Zero to her final shelter only heightened the surrealism.

Now that I am home, I look back at how I experienced a good dose of that "New York" attitude and realized that we are okay. New Yorkers are great people with a great city and epitomize the resiliency with which we have come back from 9/11. During an evening cruise with my daughter around the tip of Manhattan there is a bit of lingering sadness as you view that beautiful skyline sans the World Trade Center. But slowly sailing past that Green Lady on Liberty Island to the strains of "God Bless America" my pride and resolve as an American was renewed, and gave me pause to be thankful for all that I have. Gone from the pages of this newsletter is the 9/11 reminder that has held a place of honor for the last year. It is time to focus on the future. It is not an exceptionally rosy picture at the moment but not so different from other downturns that we have encountered in our history. We recovered from them; we will recover again.

2003 Aviation Festival

It's that time of year again as preparations have moved into full swing for the upcoming Aviation Festival and Safety Conference. A new location, a new date, and a lot of new activities head up this year's planning. After three very successful years at the Double Tree Riverside, we have moved to the Boise Centre-on-the-Grove. The premier convention facility in Boise, the Center-on-the-Grove poses a host of new challenges for us. First and foremost, our tradeshow has increased from 35 8'x8' exhibitor booths to 56 10'x10' booths. The facilities are excellent and our forecast for the future good. Some changes that will be seen include shortening the hours of the Tradeshow and opening it only during the afternoon hours. Plans to bring back the Aviation Teacher Workshop after a one-year hiatus



Idaho Aviation Festival

March 13-15, 2003

are in the works as well as adding a career day for high school students. The possibility of adding hands-on activities for younger students, family members, and non-aviators is being discussed. The intent of this year's event is to increase the aviation awareness of the general public and let them see what we do. We hope to bring in Idaho's Teacher-in-Space, Barbara Morgan, as the key speaker for the banquet. However, scheduling conflicts due to her upcoming flight may preclude her attending. In the wings we are waiting final approval to have AOPA President, Phil Boyer, hold a Town Hall Meeting on Friday night, March 14th and bring in Bill Lishman to speak. Mr. Lishman conducted a migration experiment involving his ultralight aircraft and a flock of Canadian Geese. His exploits were documented by ABC's 20/20, captured in his award-winning video "C'mon Geese," and inspired Columbia Pictures' "Fly Away Home." All this and much more, so stay tuned.

See Radio Chatter

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Airport Maintenance

By: Mark Young, Airport Maintenance Manager

Summer Projects



For many years the Stanley airport has been a semi-arid dust bowl in July and August when 135 operators are running at full peak to accommodate river rafters and other recreationists. Additionally, the north end of the strip was rutted from extensive use. In May of this year the division bladed the first 1500 feet of runway 17 as well as the tiedown area. The area was then watered and rolled, followed by an application of ADL-200, a dust abatement product imported from Canada. A new tiedown area was also roughed out immediately south of Stanley Air Taxi's location on the west side of the runway. During the summer, Bob Danner poured tiedown blocks in this area making it both useable and attractive for local aircraft; thanks Bob. A second application of dust abatement product was applied in early August to settle the dust which had worked through during the previous months.

Spring of 2001 saw the centerline of Smith's Prairie receive a complete facelift. A 40' strip of clump grass was removed followed by filling with native soil, compaction, and an application of ADL-200 as was applied in the Stanley project. Two applications of the product were applied last year; however, this spring an Army Guard Blackhawk on maneuvers at Prairie lifted a portion of the surface from its base. In mid-August of this year the division watered the entire centerline thoroughly, rolled it extensively with a drum roller and made a third application of ADL. We are now looking forward to next spring to see how this refurbishment

withstands the winter. The division is also considering a permanent NOTAM which would ask that helicopters be used at this location for inflight emergencies or life flight operations only.

Aircraft Counters

Prior to this year the division has been hard pressed to answer questions dealing with the amount of use any particular state-owned airport receives. Since we operate via public funds received from aviation fuel taxes as well as airman and aircraft registrations, it behooves us to put the bulk of our maintenance revenues where it will serve the greatest good. With that in mind, the division currently has a newly designed aircraft counter installed at 4 of our busiest airports. Armed with this ongoing data, it is anticipated that long range plans may be implemented which will improve as well as justify the services we provide for visiting aviators.

Volunteer Program

As we have stated numerous times in the past, the division would be hard pressed to manage a maintenance program for our airports without the unselfish efforts of many volunteers. This year we were fortunate to be able to add four airports to our list of adopted facilities. Those airports followed by the adopting groups or individuals are; (1) Copper Basin (Rodger Sorensen), (2) Thomas Creek (IAA), (3) Warm Springs (Ponderosa Aero Club) and (4) New Meadows (McCall Local Pilots). Please join me in thanking these important people for taking their personal time to provide maintenance that will ensure the safety and comfort of all.

During the year, volunteer activities and work parties were held at Magee, Warm Springs, Thomas Creek, Big Creek, Pine, Copper Basin, Twin Bridges, Henry's Lake, Magic Reservoir and New Meadows. If we have overlooked any volunteer efforts for this season please accept our apologies.

End of The Season

The end of each season brings us to a time when we must pay thanks to those seasonal employees who go to great lengths ensuring that visiting pilots have a memorable trip to their respective airports. Although these individuals are on the divisions payroll, they all go far beyond their job requirements in pursuing the ever-elusive goal of perfection. Gene and Cody Hargett at Johnson Creek have just completed their 8th year with the division and plan on returning for yet another season in 2003. Gordon Hendrix has finished his third year at Smiley Creek and confirms that he to is anxious to return for a 4th. Allen Lieske at Cavanaugh Bay is in his second year, however has shown his desire not only to improve the airport, but also to spoil those individuals who visit and camp during the summer months. He too, has plans on returning next year. Tuck Russell from Garden Valley just completed his first year as a seasonal worker for us. He has proven to be not only generous with his time but also extremely knowledgeable and a valuable asset. His contributions to the division this year cannot be counted, but must be weighed. Please join me in thanking each and every one of these valuable resources for the personal time they put into making sure you are comfortable and at home when flying the Idaho backcountry.



Aviation Medical Matters

Chill Out! - What to Bring to the Party or Survival Kits for Airplanes

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

I have looked in a fair number of airplanes out on the ramp, at various fly-ins, as well as those of my friends. I have noticed an interesting situation – when it comes to problem solving, most pilots take more “stuff” for their airplane than they do for themselves. What I mean by this is that I see little pilot preparation for spending time waiting to be picked up from “an unscheduled off airport landing.” Given the terrain we fly in, and the real chance that we could be “stuck” somewhere, we Idaho pilots need to spend some time and brain power considering what happens if we get back to our plane faithfully parked at Soldier Bar and find out that the tires are all flat from goat heads. The airplane can be started, we are ready, but we may not be going anywhere. What then? That extra quart of engine oil we all seem to carry might not taste too good as an after dinner drink. So, what we need is a plan, and some personal resources better referred to as an “Emergency Preparedness Kit” – as well as the oil perhaps (although I seriously question the need for the 15W50).

Before I start listing things, I want to make it clear that an emergency kit for one person is just that – for one person. No kit works for everyone, every location, or even every time of year. You need to take what is here, and what you see in the stores or books and modify it for YOUR needs. Only you know what you want and where you are going. Take the comments here as a place to start. I just want you to think about it. Besides, if you take the time to create your own kit, or consider which prepared kit you will use, you have a better understanding of what you need/have and how to use it. In a sense, by preparing a kit, the rescue

is actually beginning well before the “incident” occurs.

The statistics indicate that if we pilots end up stranded somewhere “out there,” we will stay an average of 72 hours before being “found.” Certainly most of these incidents are over in much less time, but take this as a good working average. So, using this 72-hour rule as a guide, we should consider what we will need to survive and be comfortable during that time. The Dutch oven may not be absolutely necessary, but some warmth will be. Now, before we go further, you do know your ELT is up and working, with a good battery don't you? You do know where it is and how to set it off on your own – right? I thought so. So, let's look at what considerations we want to use when we plan for an emergency kit – the basics.

- First we want some instant body shelter. This could be nothing more than a plastic bag, or it could be a deep-packed winter coat with mitts, hat and so on. YOU need to decide what you need for your trip, and then make sure it gets into the plane. With the cooler temperatures, warmth is a major concern but don't forget that staying dry is also important. Staying dry significantly reduces the risk of hypothermia, so even if it is crystal clear at the airport, think about staying out all night in the rain at near freezing temperatures – and have a plan.
- The ability to make fire is another key. Obviously it helps with the cold temperatures, but also serves as a wonderful signaling tool. In addition, it gives a great moral

boost, warms and dries clothes, and will keep you busy while you wait. Are you ready to make it?

- Do you have a way to warm and collect fluid? Obviously keeping well hydrated is key, and again, warm fluid will keep the risk of hypothermia down, the number one killer especially at this time of year. That old coffee can or pop-can may be a lifesaver – and they don't weigh much.
- What do you have for signaling? A handheld radio (with good batteries), a cell phone (might work), a mirror, a fire – have you thought about this? A fancy new GPS with street maps is great, but I doubt it will help you call an overhead airliner – you do know center frequencies don't you? Think about how you will send your signal.
- Finally, what about the most important piece of safety equipment you own already? I mean YOUR BRAIN! Load it up with reading, practice, and participation in safety/rescue courses and it will function much more efficiently in an emergency. Remember “P to the 6th” – Prior Planning Prevents P--- Poor Performance!

So, here are some lists you can peruse and consider. Take what you want, but keep in mind the basics listed above. Again, the process of going over this will greatly increase your chances of survival out there if you suddenly hear “the sound of silence.”

See Survival Kit

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ACE Academy

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the places you get to go are extremely beneficial.” Mark’s favorite part of the academy . . . “Flying, obviously.”

Melissa Goldie, 14, has never tired of hearing her grandfather tell stories about flying. “I see how much my grandpa misses flying. It’s something he really inspired me to do,” she said. “I want to be a pilot. I love flying.” Melissa is planning on returning to next year’s academy, along with her younger sister, who shares Melissa’s enthusiasm for aeronautics.

The annual three-day event, organized by the Division of Aeronautics, teaches youth ages 14-18 about careers in aviation. “This event is especially fun to put on, because the kids really want to be here,” said Frank Lester, Division of Aeronautics Safety/Education Coordinator. “And it gives our volunteer pilots the chance to share their experiences and love of flight with the next generation.”



ACE students try out the interior of a Blackhawk Helicopter. Photo by Frank Lester (Aeronautics)

Ed Dickman, one of the 10 volunteer pilots donating the use of his plane, retired from a career as a Naval pilot and later flew 737s in the commercial airline industry. “It’s been a great career and I’d like to pass it on,” he said. “There’s nothing like it, nothing so enjoyable.”

Ed took a group of three students up in his Cherokee 180, but beforehand emphasized the importance of examining the plane’s exterior, checking the propeller, tires and fuel tanks along the way.

A detailed flight briefing preceded take-off, with a review of current weather conditions, tower instructions, runway conditions . . . even the ubiquitous “barf bag.” Deplane without using it, and it’s good for an autograph from the pilots. But a word of warning: if you miss the bag, you clean the plane; sage advice for a novice aviator.

Following the briefing, Frank sent the group off with this reminder: “Fly safe, fly smart.” The overriding theme of the day was most certainly that of safety: time and again, students were reminded to check safety belts, window latches, radio operations, wings and flaps.

Once inside the aircraft, everyone dons a headset, allowing radio contact between the pilot and tower and easy communication among the plane’s passengers. And while the chatter may sound like a foreign language to some, for these teens, it’s music to their ears.



Aeronautics’ Frank Lester briefs ACE students prior to their navigation flights. Photo by Don Wiggins (Boise AFSS)





Pilot Rich Speed prepares Reed Folwell from McCall for his navigation flight in a Huskey. Photo by Don Wiggins (Boise AFSS)



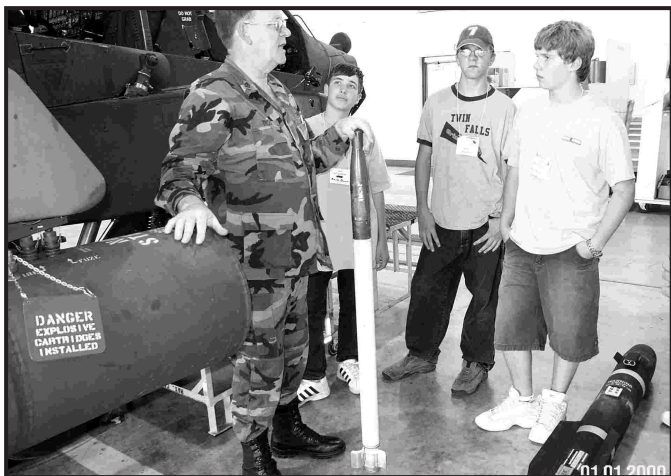
Bob McCormick leads his "ACE Crew" through the aircraft preflight. Photo by Don Wiggins (Boise AFSS)



Pilot Bob McCormick briefs his "ACE crew" prior to departure for Idaho City. Photo by Mel Coulter (ITD Public Affairs)



ACE student Brad Martin awaits his navigation leg to Idaho City. Photo by Mel Coulter (ITD Public Affairs)



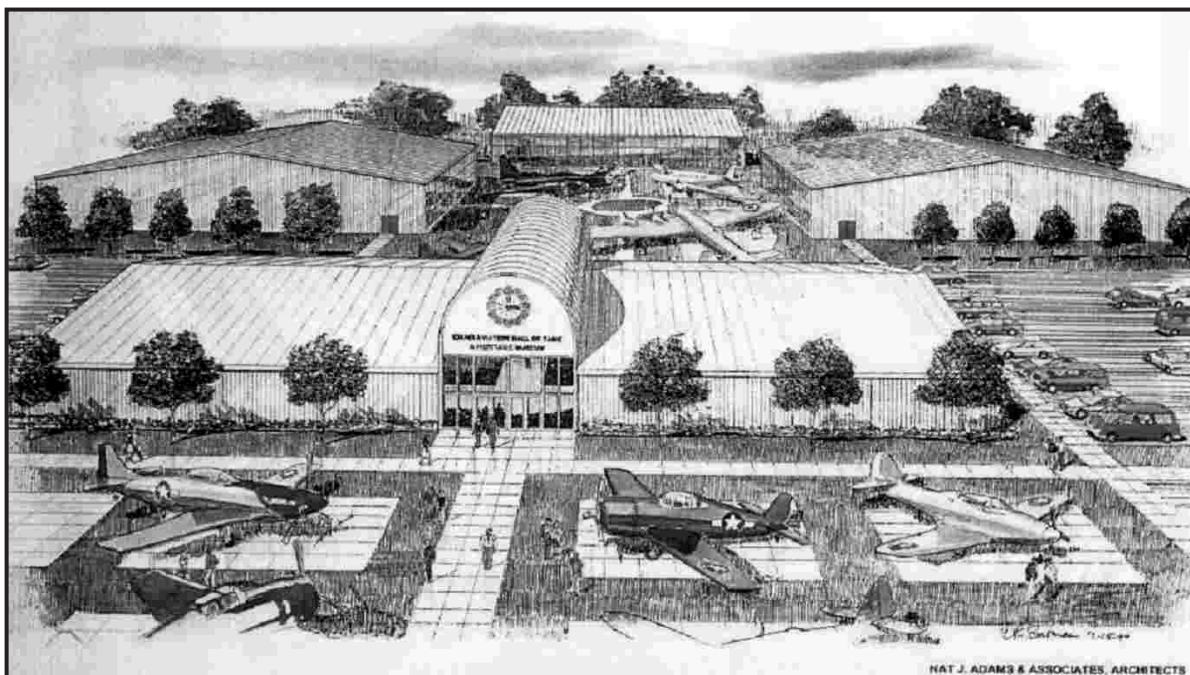
1st Sgt. Ron Trout of the Idaho National Guard describes the type of armament carried by the Apache Helicopter. Photo by Frank Lester (Aeronautics)



1st Lt. Kelly Clark of the Idaho Air National Guard answers an ACE student's question on the A-10 "Warthog." Photo by Frank Lester (Aeronautics)



Idaho Aviation Musuem



The Idaho Aviation Hall of Fame, a 501(c)(3) private, not-for-profit organization, is the sponsor of the Idaho Aviation Museum. Since incorporation in 1991, the Idaho Aviation Hall of Fame has honored 24 Idaho aviation pioneers, displaying their accomplishments on Hall of Fame walls in Idaho's seven airline airports. The organization sponsors the ACE Academy, a summer aviation career fair for students. Shortly after developing the Hall of Fame, the Board of Trustees recognized the need for an aviation museum to fulfill the need to preserve aviation history and educate children and adults, and began planning for the Idaho Aviation Museum. By March 2002 several aircraft, along with numerous artifacts, books, photos and other memorabilia had been collected. Museum architectural and engineering planning has been completed, and numerous pledges of construction assistance have been received.

The mission of the Museum is to educate and inspire children and adults to discover the legacy of Idaho aviation and explore the opportunities for aerospace careers. Our 23 acre complex on the Boise Airport will allow aircraft access, and is very near the Orchard/I-84 interchange. The museum will



Davis Flying Wing

educate children and adults as they view a collection of aviation artifacts, perform computer simulation exercises, and by involvement in interactive displays and projects. Visiting exhibits will be scheduled. A

restoration and education hanger will allow for restoration of museum aircraft and components, and will provide a laboratory for



Fairchild PT-19

student instruction in many aviation production and maintenance skills.

For additional information on our membership and volunteer opportunities please contact:

Harry Sauervwein at 939-2346 or harrysauervwein@cablone.net;
Julie Kilgrow at 472-1903 or jmkilgrow@aol.com;
or write us at P.O. Box 6378, Boise, Idaho 83707



Family Fly-In

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Division of Aeronautics. Based on the volume of positive feedback from participants, it's likely the event will be held in McCall again next year.

Safety first

During the course of the weekend, FAA officials completed 75 courtesy evaluations as part of the PACE (Pilot and Aircraft Courtesy Evaluation) program.

"That was an outstanding percentage for the size of crowd we had," Lester said.

The PACE program offers a "hold harmless" aircraft maintenance evaluation with an FAA airworthiness inspector and a courtesy evaluation flight with an FAA operations inspector.

Spinning in mid-air is just part of the job

Poe, an Idaho native, recounted his aerobatic flying adventures for the crowd. Video captured from several camera angles provided a sample of the incredible views Poe enjoys during an aerobatic flying experience.

Through the years, he's performed in shows all over the world and has flown more than 100 aircraft, ranging from the Russian MiG-15 and the American F-16 to the Stearman and the Russian Sukhoi. He performs at about 20 shows each season.



Wildlife Sanctuary volunteer Linda Holden hands pilot Jeff Renfrow a holding cage containing an injured hawk. Photo by Frank Lester (Aeronautics)

Poe said that his flying career has forced him to get into better shape. Keeping up with the rigors of flying high-performance planes like the Edge 540 demands top physical and mental condition.

Most notably, he emphasized the importance of safety in flying – whether it is aerobatic or backcountry flying. Poe advocates the installation of shoulder harnesses in every seat in an aircraft, for the safety of the pilot and passengers alike.

Volunteer pilot takes bird for a flight

Just as the fly-in was winding down, a distress call for help came in from the Snowdon Wildlife Sanctuary. Officials at the sanctuary sought a volunteer pilot to take an injured Red Tail hawk to the Pullman/Moscow airport. Volunteer instructor Jeff Renfrow, who flew in from eastern Washington for the event, shuttled the hawk to Washington State University for

treatment. The bird had been caught in a barbed wire fence and sustained a broken wing and injured foot. Without treatment, chances of its survival were slim.

The hawk's survival wasn't the only one in question before the annual fly-in.

Because of funding constraints, the Federal Aviation Administration was unable to provide its normal level of support, putting a much-needed portable air traffic control tower in jeopardy and threatening cancellation of the event. A Herculean effort by local members of the National Air Traffic Controllers Association (NATCA), volunteering their time and services, kept the fly-in on track.

In the meantime, fly-in organizers contacted Idaho's congressional delegation and funding for the tower's operation was included in a supplemental budget bill signed by President Bush just days before the event.

"Having a fully-manned and operational control tower is imperative to the safety of the pilots and the smooth flow of the aircraft in and out of McCall," Lester said. "The bottom line is, without a tower there would be no Family Fly-In."

Rep. Butch Otter, Sen. Mike Crapo, and Sen. Larry Craig were all helpful in working with the FAA, Lester said. They recognized the importance of not only promoting aviation and aviation safety, but also the positive impact the fly-in would have on the McCall area economy.



The portable air traffic control tower rescued through the efforts of NATCA and Idaho's congressional delegation. Photo by Bob Martin (Aeronautics)



Radio Chatter

Continued from page 3

In addition to the scheduled activities, the Division of Aeronautics is planning to resurrect the Chet Moulton award and present it at the Festival's closing banquet. The award, named for one of Idaho's most notable aviation champions, Chet Moulton, who passed away in June of 1994. A former Director of Aeronautics for the State of Idaho, he was nationally recognized as an innovator and an exceptional leader who possessed a unique vision of aviation's place in our society. The award was originally established the August following his death, to recognize individuals who, through their lifetime or heroic singular accomplishments, make significant contributions to the well being and growth of aviation in their community. After lying dormant for over five years, efforts are in place to revive this honor and present it in the setting for which it was originally established. Information on the nomination and selection process will be available through the Division of Aeronautics during the month of October.

ISU's Aviation Maintenance Technology Program

In a recent edition of the Rudder Flutter we wrote that John Bakken, Coordinator for the Aviation



From these modest surroundings emerge those responsible for keeping the aviation wheels turning. Photo by Frank Lester (Aeronautics)

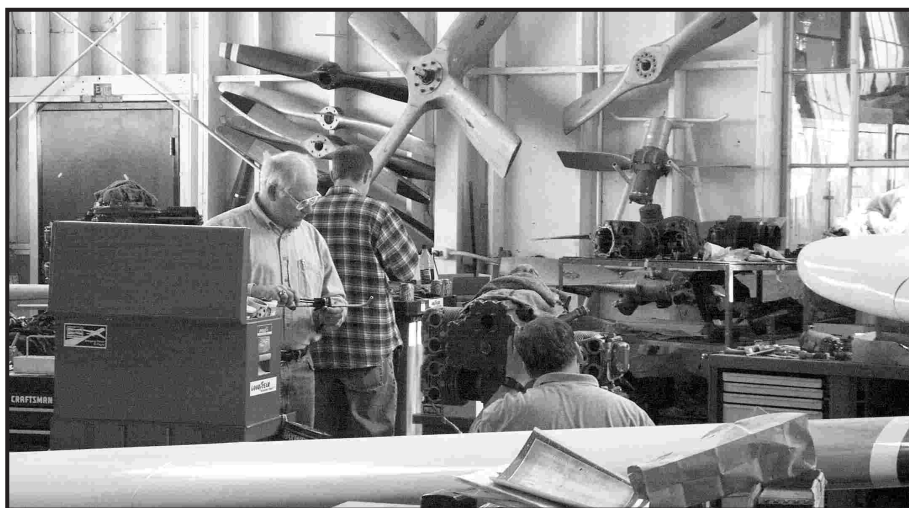
Maintenance Technology Program in the Idaho State University College of Applied Technology, was a recipient of the school's 2002 Outstanding Achievement Award. This is a well deserved honor and the highest compliment to John and his fellow instructors for a very successful program.

The Aviation Maintenance Program is probably one of the few bright spots in a dismal economic picture. The school was founded in 1934 and incorporated under ISU in 1936, the program, sadly, is the only state-supported aircraft school in Idaho. A rigorous 20 month program, a student can earn their

Airframe and Powerplant (A&P) certificates as well as an Associate of Applied Science degree in Aircraft Maintenance Technology. The curriculum is FAA approved under FAR Part 147 and the graduating student can earn an FAA license after successfully completing the necessary testing requirements.

A significant shortage of qualified A&P mechanics continues to keep the demand strong even during the current economic downturn. Oftentimes students are hired before they complete their training. Information received from the school states that "...the known student placement in the aviation field is approximately 80% of the total number of graduates." Placement in a recent graduating class was 92% and has been significantly above 90% for some time. Indications are that this trend will continue into the foreseeable future.

As aviation increases within Idaho, the nation, and the world, the need for people to maintain the aircraft also grows. We salute ISU, the College of Applied Technology, the Aviation Maintenance Technology Program, especially John Bakken, Frank Prickett, and Gary Shippley, for their efforts in the success of this program. Thanks for an outstanding job, well done.



Maintenance students learn their skills amid the materials of their trade. Photo by Frank Lester (Aeronautics)



Survival Kits

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Body Shelter

- Plastic tube tent
- Large garbage bag (7 bushel)
- Plastic tarp (9' x 12')
- Space Blankets
- Mosquito net
- Insect repellent
- Duct tape (wonderful stuff!)
- Disposable hand warmers

Life Support Tools

- Hack saw
- Pliers or Leatherman tool
- Cable saw
- Knife
- 50' nylon line
- Flashlight with extra batteries
- Compass
- GPS map
- Chemical light sticks
- Sun goggles
- Desert/vegetation still

First Aid Kit – Personal

- Sealable plastic container
- Two compression bandages
- One triangle bandage
- Roll of two inch tape
- Six 3x3 gauze pads
- 25 aspirins

- Razor blade
- Scissors
- Soap
- Kleenex
- Six safety pins
- Tube of salve
- Band-Aids
- Chap stick
- Butterfly bandages
- Tweezers
- Roll bandages (Ace wrap)
- Towelettes
- Snake bite kit

Fire-making Capability

- Matches – strike anywhere
- Candle
- Flint and steel
- Metal Match
- Magnesium fire starter
- Dry tinder (Cotton balls)

Signaling Capability

- Mirror
- Signal Panel
- Flares
- Canned smoke
- Whistle
- Strobe light

Food and Energy

- Metal container with lid
- 5-day rations
- 30 sugar cubes
- Crackers
- Gum
- Bullion cubes
- (Keep each item in a plastic bag)
- Tea bags
- Rock candy
- Water purification tablets or water filter
- Small stove

Special Considerations

- Extra eye glasses
- Personal medications
- Special dietary needs

These lists are only the start. If you want to look at more details and concepts, I strongly suggest you get the book *Survival Sense for Pilots and Passengers* by LaValla and Stoffel. It is a bit hard to find, but look online if the bookstore doesn't have it. The real issue is to think about how you would deal with an emergency landing and the aftermath. The good news is that you are likely to do well, even if your airplane does not. As a physician and a pilot, I can vouch for the fact that it is easier to fix the airplane – certainly it is easier to get new parts! So, plan ahead, be prepared, and have fun – even if you insist on taking the extra quart of oil!

(Don't forget to include this kit and any other emergency/maintenance items you may consider a necessity for flight, in your aircraft weight and balance calculations . . . you do calculate weight and balance don't you? – Editor)



Recent maintenance class from ISU's Aviation Maintenance Technology Program. Photo by Frank Lester (Aeronautics)

Airport Security Hotline

Report all suspicious activity to the
National Guard
at 1-800-832-1985



Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
Boise, ID 83707-1129



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Calendar of Events

*Email or fax your organization's event information for inclusion in the Rudder Flutter Event Calendar.
See page 2 for more information.*

October

Oct. 26 to Nov. 2, **"NASA DAZE - Idaho Mobile Space Station" Warhawk Air Museum**, Sue Paul, 208-465-6446

27 **Warhawk Air Museum, "Navy Day"** Sue Paul 208-465-6446

November

1 **Deadline for General Aviation Awards Program applications**, Frank Lester, 208-334-8775 or 800-426-4587

December

7 **Warhawk Air Museum, "Pearl Harbor Day"** Sue Paul, 208-465-6446

February

7-8 **Flight Instructor Refresher/Pilot Safety Clinic**, Holiday Inn Boise, Frank Lester, 208-334-8775 or 800-426-4587

March

13-15 **11th Annual Idaho Aviation Festival**, Boise Center on the Grove, Frank Lester, 208-334-8775 or 800-426-4587

April

11-12 **Flight Instructor Refresher/Pilot Safety Clinic**, Holiday Inn Boise, Frank Lester, 208-334-8775 or 800-426-4587

